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HERON NEWSLETTER



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HERON NEWSLETTER

Published by

National Heron Sailing Association of Australia
1 Ethel St., Balgowlah. N.S.W. 2093



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2564 (605 5057)

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2093 (948 8142)

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COVER PHOTO —

Many classes have come and gone but the Heron class, it seems, will go on for ever.

Our cover photo shows the National Champion of 1962, Bryce Mortlock, sailing THERON (2415).

Who will be the CHAMP for 1982?

INSIDE BACK COVER PHOTOS —

“Lake Bonney Yacht Clubhouse as seen from ashore and afloat”.

BACK PAGE —

“Left: Des Quinn and daughter, Myra, receiving their trophies from Commonwealth Bank Manager, Alan Quartermaine”.

THE PRESIDENT WRITES.

It is most unfortunate that, due to circumstances unforeseen and beyond the control of the Management Committee, there was an unprecedented delay in delivery of the June Newsletter. This has resulted in numerous inquiries from members, the lower total financial membership and considerable inconvenience to many others.

I have been advised by the Editor, Ron Hughes, that a combination of both current industrial problems and his substantially increased business responsibilities accepted within his organisation prevent him continuing after production and delivery of the June issue. I have expressed my appreciation to Ron for those bulletins he has produced during his short time as Editor.

As a temporary emergency measure, this September Newsletter is produced by our Registrar, Mrs. Mary Clarke and it is requested that, until further notice, all material for future issues be forwarded to 1 Ethel St., Balgowlah. 2093. The urgency of this issue is that it includes the Notice of Race/Entry Form for our forthcoming National Titles at Lake Bonney and it is particularly generous and thoughtful of Mary to assist on such short notice.

The Management Committee are anxious to be advised of nominations for volunteers for a new Editor to produce the December and future issues so please consider this an immediate priority.

This September issue reaches you at the commencement of the 1982/83 sailing season with new hopes for improved performances and, no doubt, intentions to achieve more success and pleasure from sailing our Herons. I recall reading in 'Racing Tactics' that the basic requirements include a competent team, clear understanding of strategy and technical principles, experience, consistency and confidence.

I urge those who plan to be at Lake Bonney for the 24th Nationals to plan their attendance now, to register their entry and book their accommodation. Comradeship at Nationals is legend and can lead to lifelong friendships and this will be another excellent opportunity to meet many of our local and interstate crews - GOOD SAILING FOR 1982/83.

ACCOMMODATION: Barmera Hotel Motor Inn, Barwell Ave., 085-88-2111
L. Bonney Resort Motel, Lakeside Dr., 085-88-2555
Kingston Bridge Motel, Sturt H'way. 085-83-0211
Lake Bonney Caravan Reserve. Mention Heron Titles and ring 085-2466.
Lake Vista Holiday Units, Barmera 085-2326
Cobdogla C'van Park, Cobdogla 085-88-7164

MEASURER'S PAGE

by the Measurement Committee Secretary, Rod Watts.

The most important matter dealt with by the Committee in recent months was the formulation of a new measurement form to be printed soon. Incorporated are the following new features:

- a) A new order of measurement items which follows the natural order of measuring a boat.
- b) Three new measurements which Management agreed should be included on the measurement form - these are:
 1. WA TERLINE LENGTH - this is not the actual waterline length but an approximation that is easier to measure. It is the distance from the chine corner on the transom to the point on the stem where the chines, extended, meet, measured around the side of the boat. The maximum distance allowed is 3490mm.
 2. STEM LENGTH - Again, this is not the actual length of the stem but the name is given to the measurement from the top of the deck at the stem to the point on the stem where the chines, extended, meet. The maximum distance allowed is 400mm.
 3. "V" MEASUREMENT - This is measured by placing a straight edge on the keel 2250mm. from the transom (approximate position of frame 2). The distance from the straight edge to the chines on each side is then measured and the average taken. This measurement must fall between a maximum of 135mm. & minimum 115mm.
- c) Added questions in relation to jib windows and weight correctors, if applicable.

The three new measurements effective from 1st Sept., 1982.

Following acceptance of GRP sandwich construction at the last Annual General Meeting, Measurement recommended to Management (approved) that the builders of Fibreglass Herons notify the Management Committee of the materials they are going to use in their sandwich construction (if used). Initial approval is given to Coremat and Klegacell. The specifications for centreboard, transom, etc. to remain as for single skin construction.

The Committee also decided on the following matters:

- a) That Measurers be asked to watch for window material that extends over the sailcloth to the luff and/or leach.
- b) That the thickness of the centreboard case ply, the transom ply and the rudder cheeks be made a minimum of 9mm. instead of the previous min. of 10mm. Reason: 9mm. is now standard thickness of ply instead of the previous $\frac{3}{8}$ ". In fact it is only $\frac{1}{2}$ mm. less than $\frac{3}{8}$ ". The rudder and centreboard thickness is to remain a min. of 10mm. (can be glassed to bring to this thickness).

The Measurement Committee is now at full strength with the appointment of Tom Rowan.

LEARNING FROM THE OTHER FELLOW.

Tasmanian, Andrew Payne, is a three times National champion and we repeat below a section of a three-part article Andrew wrote for us in 1979. It deals specifically with construction and fitting out of the Hull of a Heron.

"GENERAL. The hull was not as fair as I would have liked and I would recommend spending time to get the bottom fair. I used two part polyurethane paint which only failed where the bow flexing was excessive and provided a hard finish to polish. I polished the boat more to keep it clean than for any hydrodynamic reason. All corners were well rounded to prevent chipping the paint and a good cradle and trailer are essential for keeping the hull in good condition.

WEIGHT. EIGEN VECTOR (last year's National Champion Heron under the helm of Craig McPhee, S.A.) was about 8lb.underweight when first weighed but over the years she gained all of this through absorption of water, repair of a hole and additional stiffening. She was made of very dry King William Pine and Gaboon ply with Mahogany deck.

STIFFNESS/STRENGTH. I found it necessary to add a floor frame between fr.1 and 2 since the flexing there was excessive. The 4mm.Gaboon ply appeared to provide a stiff enough hull for the 3 years hard use. I used the full height built-in buoyancy tanks for stiffness of the mast step and because when capsized, the full height tank lessens the tendency of the boat to roll upside down. I also added a knee to the king plank/king post joint which appears to be weak on many other boats allowing the fore-deck to bow down in front of the mast step. The centre-board pivot point was made out of a stainless steel bush & 10mm.ss bolt.

SHAPE. I have built 3 boats each of which was different in spring shape because of building errors, but none showed any speed advantage or disadvantage due to these effects - weight is more important. My advice is to follow the plans/build to measure.

CENTREBOARD AND RUDDER. I made both blades with maximum thickness 35% aft of the leading edge. The basic shape could be described as fine but well rounded at the leading edge. The material was GRP covered King William Pine. The timber was in about 60mm wide boards glued on edge, thickened and then hurriedly shaped and covered to prevent moisture from changing the shape. The blades should be as stiff and thick as possible allowed by the rules. The rudder was made from plywood with King William Pine filler and the tiller glued and screwed to the rudder stock. The blade was pivoted at one of the rudder gudgeon fitting bolts and the other bolt travelled in a slot cut into the rudder blade. In this way the blade was held rigidly in the rudder stock. The tiller was longer than most (about 900mm) which prevents over-steering and makes the helm light. The centre-board was wedged

Learning from the Other Fellow, continued

into the slot with pieces of cork on each side of the board, trimmed to make it stay where it was put.

FITTINGS. In general I aimed to make each fitting simple and effective. For example; the bow fitting consisted of a towing ring through the bow block which anchored a conventional chain-plate fitting fastened up the face of the bow. The forestay and jib were fastened to the same shackle thus making a light, cheap, strong fitting. Only one fitting was ever replaced - a gouseneck, because of excessive wear. All fittings were bolted where possible or self tappers used in shear only.

VALE - HARRY DEAN HEWER - 22nd July, 1982.

Harry Hewer - a name synonymous with Herons in Hobart, Tasmania. A man truly dedicated to the Heron Class who joined the Association in November, 1965 and continued to support, promote and encourage development and growth of the Class in his home State and throughout the length and breadth of Australia.

Much of the success of the Lindisfarne Sailing Club can be directly attributed to Harry's efforts and his willingness to assist with both administrative and sailing advice.

Sons, Stephen and Robert were encouraged to sail with Harry and his beloved DEE KAY (678) was a regular competitor on the River Derwent.

To Evelyn, his wife, and to the boys we express our very sincere sympathy and I personally have a deep gratitude for the privilege of knowing such a fine gentleman.

Mary Clarke.

THE BALMORAL 1982 CENTREBOARD CLASSIC - 25/26th SEPT., 1982.

Free Toghill Sailing Books to the first 100 Visitor/entries:

\$4 ENTRY FEE covers three races - NO Parking charges.

Boats safely stored overnight in the adjoining Naval Yard.

SEND YOUR ENTRY TO: The Convenor of the Race Committee,
Balmoral Sailing Club, P.O.Box 20,
SPIT JUNCTION. 2088

with your name, address, phone number, Boat class, name and sail number, Club and Club handicap. Late entries accepted.

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AUSTRALIAN CAPITAL TERRITORY

from Alistair Stewart

With Herons undergoing their annual refit, we look back on the summer of 81/82 with mixed feelings, the racing being keen and friendly but the numbers down. A decision was made at the A.G.M. to conduct some 'assistance-to-newcomers' early next season, namely a discussion evening to start followed a few days later by some sailing instruction and starting practice.

Also at the A.G.M., Stewart McGilvray was re-elected President and yours truly continues in the office of Secretary of the A.C.T.Heron Division.

The A.C.T.Championship for 1981/82 was won by last season's winner, Geoff McDougall, with a convincing 1-DNF-1-1 record. All Herons ran out of time in the second heat, but even here Geoff was in front as time expired, somewhat narrowly for a change, as he had taken time out earlier in the heat to beach and repair a broken tiller. Geoff then re-launched, caught and passed the fleet and is to be warmly congratulated on some first class sailing during the series (no doubt honed by his 5th in the World Tasar Championships shortly before). Our handicap Champion for 1981/82 is Treasurer, Dave Simmonds.

SOUTH AUSTRALIA

With the 24th Nationals only a few months away excitement is on the increase in South Australia. Most of the winter months have been devoted to meetings between officials of the Lake Bonney Yacht Club and the S.A.Heron Association to ensure that (in their words) the 24th series will long be remembered as the best National Heron Championships.

The A.G.M. saw the re-election of George Richardson for a further term of office as President and he will be ably assisted by Bill Tucker, Secretary and Committeemen Ian Glasson, Colin Gurr, Abe Hendricks and Don Malcolm.

Class promotion was high on the list of topics for General Discussion and several interesting ideas were put forward which will be followed up by the enthusiastic Committee. Peter Gilchrist has been pleased with the Winter Sailing Scheme held on West Lakes which has provided, first hand, sailing instruction and advice on the Class.

The Somerton Club will host the State Titles commencing February, 27th, 1983.

NORTH QUEENSLAND NEWS

While their Southern cousins were suffering the chills of winter, North Queensland Heroners planned and held a most successful State Titles, this year hosted by the Mackay Sailing Club. The week-end of 12th and 13th June saw nominations, including boats from Innisfail, Kurrimine, Maryborough and Hervey Bay, face the starter.

From all reports the weather was fickle, to say the least, and according to coverage in the Cairns 'Daily Mercury', frustrating for the many competitors. The first heat saw very light winds and, although he got away to a slow start, by the first mark Des Quinn in TERRI LOU had made up a lot of ground and battled out the rest of the race with Kevin Guttler in GLORY'B' before getting the gun.

All skippers were pleased to see the wind pick up for the second heat, memorable for the recall of GLORY'B' for a premature start. Fred Burn in TIRA VENTO was one of the first away and headed the fleet for most of the race losing by only 15 seconds to Des Quinn.

At the third heat TERRI LOU had to place at least fourth to take the title. TIRA VENTO quickly took the lead but was always pressed by HAKATERE (Robert Kerr), GLORY'B' (K.Guttler) and TERRI LOU (D.Quinn) who was sitting in fourth place. As the wind freshened so Burn improved his position and Quinn moved through to take second place and the Title with Burn second and Guttler, third.

By winning this heat Fred Burn took out the Central Queensland Title, held in conjunction with the State Titles.

NOTICE of the 23RD N.S.W. HERON STATE CHAMPIONSHIPS 1982/83

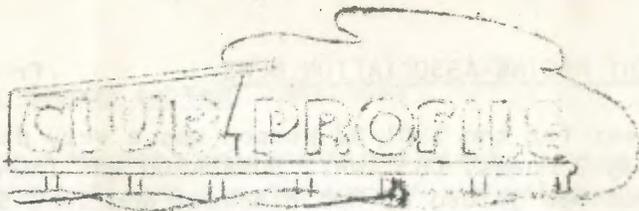
The Y.M.C.A. Sailing Club, Canberra, invites entries for the 23rd N.S.W. Heron Championships 1982/83 for Heron Class Yachts to be held on the waters of Lake Burley Griffin on behalf of the N.S.W. Heron Association under the authority of the Yachting Association of N.S.W.

Programme will extend from 29th January, '82 to 31st January, '82 inclusive and your entry, accompanied by a fee of \$15, will be acceptable up to the 5th December, 1982. No late entries.

Entries must be submitted to Mr. P. Westwood,
Hon. Treasurer,
34 Fortescue St.,
BEXLEY NORTH. 2207

Heron Newsletter

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ST. GEORGE'S BASIN SAILING CLUB

Our correspondent, John Heeley, writes that the St. George's Basin is a large salt water lake south of Jervis Bay, N.S.W. which empties into the sea at Sussex Inlet.

The club consists of about thirty members, half of whom sail trailer sailers and the rest, a mixture of cats and dinghies including two Herons. Sunday is race day with the season starting early in September and going through to April and, yes, visitors are most warmly welcomed. Each week-end usually sees two or three participating with members in club racing.

Last season briefing was on the beach at 12 noon and racing at 1.p.m. and it is believed that the coming season will be exactly the same. All races are handicap events and during the summer months are usually quite strong sea breezes. Anyone who is happy to race in a mixed fleet is assured of a most pleasant day on the beautiful basin.

Visitors who come from any distance away can use a caravan park nearby if they wish to stay overnight, it has vans and camp sites for hire. If you are touring in the vicinity of the Basin why not make a point of staying over a week-end and enjoy the southern hospitality.

Editor's Note: Many of those sailing at the Basin Club do so during their week-end retreat from the pressures of city living, and the emphasis on 'racing' is less than one would find around the 'city' clubs. Which leads one to ask the question: Are Clubs really catering for the interests of all Heroners or just those with competitive instincts? Most club reports appearing in the Newsletter indicate a basic preoccupation with racing but should they not also consider the importance of their social activities. Club membership, in many areas, is failing to keep pace with population growth. Perhaps this is one of the reasons. What do you think?

BITS & PIECES - For Sydney members, Leo Thomas has a couple of bargains waiting for new owners. One Riley No.321 Ratchet Block (\$12) and one Gary Fogg jib, used once only (\$63). You can contact Leo by ringing him on 02-969-9506.

Our fleet for the 1981/82 season was a very depleted one with only 3 boats, CASTAWAY, BUNABAROD and TAGALONG. We were sometimes joined by Rob. Blackett and son, Sam. After four weeks of the season we welcomed Andrew Gough and family, Andy having phoned to see if son James could sail as for'ard hand. In passing he did mention that they had an 'old' boat which they sailed during holidays, and he was quickly invited to bring her along and swell the numbers. They had such a great day that two weeks later he bought a local boat, CADMUS (the owner having gone into 505's).

Here was Enthusiasm with a capital "E". He won the Longmarker's Trophy and now has his sights set on the Fleet Championship for 82/83 but will have to deal with Bob Young and CASTAWAY first. With crew, Alison Bean, Bob once again won the BYRA Championships winning by one point from Alan McIntosh in BUNABAROD. Congratulations, Bob - Commiserations, Alan.

By the end of the season we had welcomed two more families, John & Libby Brice in BLUE JOHN and Warren & Wendy Cavanagh in GRUBS & FROGS. With the new season almost upon us we hope to be starting 10 boats and then its 'Look out, Narrabeen!' we may get that Duffield Plaque back. By the way, many thanks to the Narrabeen members for their enormous support as co-hosts for the State Titles held at BYRA.

COULD THIS HAPPEN TO YOU?

Although the following applies directly to N.S.W. yachtsmen, perhaps the time is not too distant when other State Governments might be forced to consider the proposals. Mr. Colin Crisp, President of the YA of N.S.W. heads his copy 'LICENSING' and asks the following:

"Will the day come when the Government of N.S.W. will seek to license sailors of small and large yachts. Such events as those recently witnessed on television and in the press on the issues of congestion on Sydney Harbour, and statements made by the Merchant Service Guild could well hasten that day.

During the short public discussion, the yachting fraternity, among others, stood accused of congesting the waterways of Port Jackson and of dangerous and discourteous behaviour.

The Council of the YANSW proposed to do as much as possible within its power to retain and improve the use of the waterways for recreational purposes. We do not intend to compromise our position or

Could this Happen to You, continued

to lessen our Member's enjoyment and right, as tax paying, vote casting citizens, to the use of the waterways.

Because we are members of an Association we are readily identifiable and therefore attract the sort of accusations and like of which might be more deservedly directed elsewhere. We must live with this, but whatever our prejudices or hard feelings, justified or unjustified, it behoves us to continue to show by example that good seamanship and responsible attitudes are essential elements of our behaviour on the water. If we fail to do this, our task of negotiating our position with the Authorities as genuine users of the waterways will become just that much harder. Ultimately, the introduction of licensing may come sooner than expected.

CHRISTMAS IS COMING!

and the Association has lots of nice goodies to fill stockings and pillow cases.

Heron T-shirts in sizes (metric) 8 to 20 a steal at \$6.50

Heron Ties - a real conversation starter for the man of the house and a real gift at \$8.50

Heron Lapel Badges, Cuff Links, Tie Bars and Spoons.

Send your order in today to The Registrar, N.H.S.A.A.
1 Ethel St., Balgowlah. 2093.

WANTED - A VERY SPECIAL PHOTOGRAPH - it can be of Mum, Dad or Junior but he/she MUST be wearing the Association's trendy T-shirt displaying, quite clearly, the very familiar Heron LOGO.

Here's your chance to boast to friends and rels. that you appear regularly in a Nationally circulated magazine - the next best thing to a centrefold!!

WANTED - EVEN MORE URGENTLY THAN THE ABOVE REQUEST

Articles, stories, odd-spot reporting, photographs ANYTHING of interest to you, the reader. Don't leave it to the willing one or two, -
WE NEED YOUR CONTRIBUTION TO YOUR MAGAZINE.

TO PROTEST OR NOT TO PROTEST? That is the question.

My dictionary describes this as "a solemn declaration of opinion" which rather sums up the meaning of the word in the context of sailing protests. Differences of opinion on land are resolved, usually, by a good discussion or, if more seriously protested, in a court of law. Differences of opinion on water resulting from a breach of the sailing rules can sometimes be resolved by a post-mortem on the beach to discuss and clearly explain the particular infringed rule or it may become necessary to implement the IYRU Rules 81/85 Part VI. Section A.

The word PROTEST conjures up many thoughts to many people, some ride themselves on the fact that, over their many years of sailing, they have never lodged a protest, nor been protested against (they surely can't be considered keen skippers). And there are others who threaten 'protest' if an opponent comes within close range of them.

Those who have carefully studied the rules and applied same in weakly competition may strike a situation where an infringement appears to have resulted from misinterpretation of a rule and it needs a GOOD WHOLESOME PROTEST to clear the air, sort out the few and enlighten the many.

Here are a few points to remember when protesting:

1. Following a racing infringement, and at the first opportunity after the incident, display Code Flag 'B' and keep it displayed until the race is finished, or you retire, and until it has been acknowledged by the Race Committee.
2. You must also indicate to the 'offending' skipper, either on the water or at the earliest opportunity after you have (or he has) returned to the beach, that it is your intention to lodge a protest.
3. Be very accurate and considerate with the information supplied on the protest form and be most careful to cite the appropriate sailing rule number you are using for reference.
4. Any kind of racing carries with it a set of rules, those rules should be honoured at all times and, if breached, resolution of the breach must be in the friendliest manner possible befitting a family Class.

BEST BUD YANCY BAGS IN THE BUSINESS. Made exclusively for the Association by Driclad Industries. The bags are moderately priced, of strong vinyl and essential to the flotation of boats without built-in tanks. Available from Asst. Secretary, N.H.S.A.A. 1 Ethel St., Balgowlah. 2093.

FINANCIAL MEMBERS FOR THE 1982/83 SEASON
New members and renewals to 31st July, 1982.

N.S.W.

J. Aitkenhead-9725g
P. Armstrong-5611
R. Baker-9212g
P. Barnes-5772
P. Barlow-9161
J. Bate-7287
D. Berckelman-3881
D. Bergman-5892
K. Beuman-9235g
J. Beverley, M. Howard
& H/K. Persson-3612
C. Sirkett-9139
T. Blunden-4431
G. Bonsall-3914
B. Bostick-5930
R. & K. Brane-7672
J. Brennan-6359
A. W. Britten-6717
Burgers fam. 9171g/9187g
W. Cavanagh-9619g
C. Clarke-5115
A. Crane-9440
D. Crawford-4271
I. Cull-7472
J. & S. Curtis-7667
J. S. Davidson-8386
W. S. Douglass-4885
G. & R. Dove-4533
Dyer fam. 9179
G. Early-7366
B. Foeter -5900
M/Frost-9748g
L. Gillespie-9579g
A. Gough-9483g
A. Gray-8910
H. Gregory-9283g
J. Griffin-9177
M. Groves-8088/9745g
G. Hale-6783
J. Hall-7973
M. Hamaty J. Hemshaw-6600
R. Hahn-9570g
E. Hart-8060
C. Hilgendorf-3375
G. Hjorth-9243
B. Hoad-6420
R. Holmes-9220g
R. & M. Hughes-8716
A. Hunt-5038

C. Hutchings-7838
A. W. Imlay-5703
R. Jacka-7937
R. Jones-9275g
L. Kennedy-9500g
B. & M. Kinsella-8275
S. Kurck-8565
I. Lambert-4126
D. Lane-9162
K. Lenton-9542
J. Longfield-9473
D. Lovely-4110
J. Lynn-8236
McManus fam. 4956/
9222g and 9741g
T. & J. Mealey-9169
H. Mills-5893
B. Morrissey-9191/9728
D. Morrow-7603
S. Moss-8260
V. Mould-7926
R. Murray-9101
R. Nesbit-8727
J. North-9419g
J. O'Connor-8720
L. O'Riordan-9227
M. Picman-9255g
D. Pike-6762
E. Reynolds-6958
R. Ridley-9666
D. Robb-9509g
D. & S. Roberts-9571
D. Rogers-9415g/9744
K. Rose-7080
T. Rowan-9583
R. Rozzoli-9133
S. Salisbury-9679g
A. & P. Saynor-9454g
J. Scambler-9530g
G. Schauwecker-9568g
K. Schulten-9462g
R. Scott-1583
Sim fam. 9264-9597
R. Skilleter-5670
D. & F. Smith-nbo
R. Smith-7816
H. Steele-5685
P. Stenning-4432
Strahan fam. 9637g

D. Subau-8248
A. & M. Sutton 9703g
T. & S. Swindells-9696g
B. Thurston-9216
J. & E. Towe-9596g
P. Travers-5503
R. Vane-Tempest-8210
A. Vogt-9292g
W. Vukoder-5360
R. Wake-9765
W. Ward-9215
J. Wheeler-5669
G. Wise-5659
K. Wonson-9595g
S. & I. Wymer-7687

VICTORIA

J. Ballard-5105
C. Buckland-9104
Clarke fam. 8537
N. Coleman-4588
N. Cooper-8951
M. Drake-8740
I. Elston-5116
P. Hill-7262
W. & B. Harbord-7185
R. Haselgrove-8977
R. Hoffman-6465
E. Hogan-5858
K. & M. Jenkins-9485g
B. Logan-5679
D. May-9766
L. Menogue-7611
R. Mitchell-6623
B. Passlow-8587
R. Provis-6386
Richmond Tech-
7907-7909
J. Russell-7618
S. Rutley-6646
J. Skinner-7411
L. Stafford-4876
D. Todd-8243
J. Ziedars-4473

SOUTH AUSTRALIA

B. Adams-8510
B. Archer-9471
D. Beck-8704

South Australia - continued

F. Bishop-nbo
W. & S. Bowie-8354
R. Boyce-9655
I. Brett-9429g
C. Brokenshire-8294
G. Brougham-7358
B. Burdon-9479
D. Butt-6708
R. Butt-8506
V. & G. Butt-8306
P. Crosby-9614
W. Dickson-9442
S. Dodds-7823
C. Donald-8245
R. & B. Drogemuller
8052/9243g
M. Dunk-7255
T. Durbridge-9205
Evans fam. 7867
M. Fails-5057
R. & L. Fredericks-6117
R. Frost-4065
A. George-9281g
I. Glasson-6716
D. Glenn-9486
R. Hawkes-7077
L. Hearing-8278
T. Hill-9564
R. Holden-8339
J. Holland-9738
R. Holme-6744
J. & E. Hopkins-6133
P. Hurrell-6648
M. Jahn-7685
F. Jewell-7836
R. Johnson-9435
A. Jones-8564
J. Jones-9461g
J. Kirby-9621
A. & V. Knoop-8598
K. Knott-9188
I. & B. Koch-9538
T. Koch-9277g
A. Kuss-5965
LeFevre HS-9536
M. & H. Luders-8773
G. Main-8253
D. & B. Malcolm-8521/9764
T. & P. Matthews-7389/9468g
Mora fam.-0895

P. Nicholson-9720
D. Patterson-8030
J. Phillips-6550
M. & M. Pieck-8974/9512
A. Pimlott-8087
M. Reynolds-8520
G. Richardson-9174
D. Riedel-5095
K. Robinson-5968
D. Rogers-9466
D. Ross-7897
Salmon fam. 8302-8382
W. Seith-9447g
B. & D. Stacey-9602
M. Stanway-7920
M. Summerling-9574
D. Sutton-7025
P. Azalay-7160
J. Tanner-6590
C. Tarran-9668
R. Tarran-9528
G. Thompson-9458
B. Thyer-8201
K. Timms-9650
W. Tucker-9634
P. Turner-8781
Walter fam. 4926/5905
R. White-9652
E. Wilmot-7832
G. Woodward-5340

A.C.T.

P. Allan-5117
V. Douglas-5120
N. Howlin-5352
F. Simmons-8746
J. Tucker-3620

WESTERN AUSTRALIA

R. & L. Christie-7942
and 9495
G. Fairclough-8582
A. Gaunt-9511g
T. Gaunt-nbo
J. Gianatti-5883
D. Hunter-9401g
Lingius fam. 9463/9682
J. Livingstone-5672
P. Mahoney-8223
P. Moss-8991

J. & M. Muir-9642g
G. & R. Stone-9470
R. Whitehead-9474g
A. Wilson-nbo

TASMANIA

S. Camm-751/9708g
C. Dunn-7855
H. Elliott-9641
A. Morgan-9753
D. Salter-8526
J. Savage-753
R. Seymour-8933

STH. QUEENSLAND

C. Carey-9761g
P. Carey-9506g
W. & G. Clifford-9754
D. Davoren-4750
J. Deshon-964-g
P. Deshon-3068
I. & K. Guttler-nbo
F. Hughes- 8706
L. Lumsden-9523
A. Mitchell-8925
S. & R. Pearce-nbo
P. Robinson-9742g
Scott fam.-7003
K. Smith-nbo
R. & V. Timmina-9656g
D. Walter-8252
D. Whisson-5797

NTH. QUEENSLAND

Burn fam. 8028
I. & P. Dorward-nbo
Farry fam. 8235/9654g
R. Garnaut-nbo
K. Hudson-9405
Miller fam. 9694g
Quinn fam. 9484
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